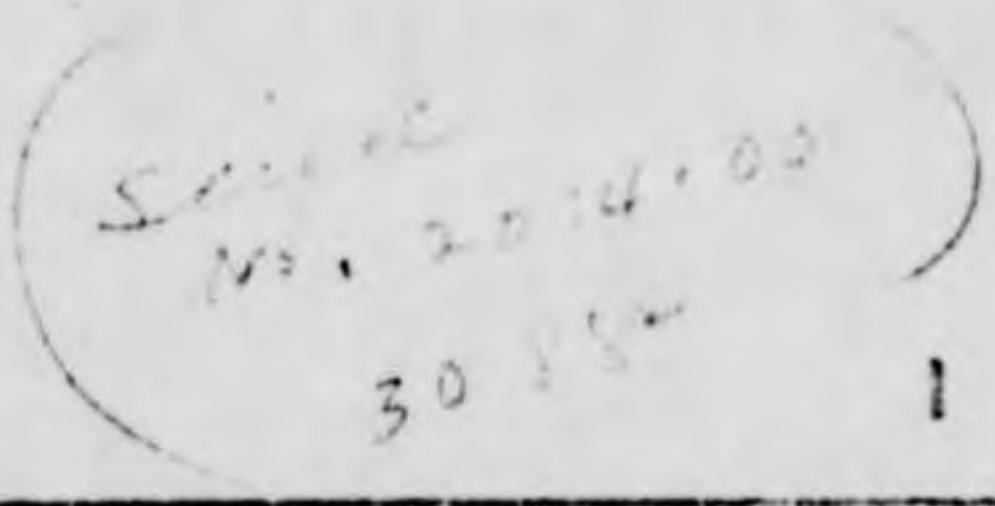


## PROJECT 10073 RECORD CARD

1. DATE 20 Jan 51	2. LOCATION Sioux City, Iowa	12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local GMT Not reported	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Airline Pilots Multiple Tower operators	
7. LENGTH OF OBSERVATION 14 min	8. NUMBER OF OBJECTS one	9. COURSE Varied
10. BRIEF SUMMARY OF SIGHTING CASE #3 of PROJECT Blue Book Report #14.		11. COMMENTS Evaluated as B-36 a/c. (UNIDENTIFIED IN 1951)
		

UNCLASSIFIED

ITEM 2 AMC /CONFIDENTIAL/  
FROM JL ROHN MCIAKA-1A  
TO L/C WILLIS TCB

TT-035-114

25 January 51  
MCIAKA-1A/Rohn

OL  
800-1-25-

AN INFORMATION COPY OF TT NO. 13 OSI  
27 DATED 22 JAN 51 FROM HQ 13 DISTRICT  
OSI, OFFUTT AFB, NEBRASKA, OMAHA, TO  
JEPCR/DIRECTOR OF SPECIAL INVESTIGATIONS,  
HQ USAF, HAS BEEN RECEIVED. THE CONTENT OF  
THE TELETYPE IS QUOTED IN ITS ENTIRETY:  
"SPOT REPORT DETAILS UNCONVENTIONAL  
AIRCRAFT REPORTED BY CONTROL TOWER SIOUX CITY  
MUNICIPAL AIR PORT, IOWA, AT 2020 HOURS  
CST 20 JANUARY 1951. [REDACTED], TOWER  
CONTROLLER, AND [REDACTED],  
ASSISTANT TOWER CONTROLLER, REPORTED FIRST  
SIGHTING AT ABOVE TIME AT VARYING ALTITUDES  
ESTIMATED AT FROM 2000 TO 3000 FEET. OBSERVATION  
WAS VISUAL AND WITH FIELD GLASSES.  
MANEUVERS VARIED FROM HOVERING POSITION  
AT ABOUT 2000 FEET TO RAPID ACCELERATION  
TO ALTITUDE OF ABOUT 3000 FEET,  
THEN RAPID DESCENT TO FLY LOOSE FORMATION  
WITH 9 (FLIGHT NUMBER), MID-CONTINENT  
AIRLINES, WHICH HAD JUST TAKEN OFF FROM  
AIRPORT. OBJECT REMAINED IN VICINITY  
APPROXIMATELY FOURTEEN MINUTES AND  
DISAPPEARED FLYING COURSE NORTHWEST  
DIRECTLY UNDERNEATH COMMERCIAL PLANE.  
SHAPE AND SIZE COULD NOT BE NOTED BY  
CONTROL TOWER PERSONNEL BUT APPEARANCE  
WAS THAT OF LARGE MILITARY AIRPLANE.  
WEATHER CONDITIONS WERE CLEAR. [REDACTED]  
AND [REDACTED] CONSIDERED RELIABLE WITNESSES.  
REPORT OF INCIDENT MADE BY [REDACTED],  
CHIEF TOWER CONTROLLER, SIOUX CITY, TO [REDACTED] for  
DENVER FLIGHT SERVICE (FROM) TRANSMISSION TO  
CONAC, MITCHEL AFB, SECRETARY OF DEFENSE,  
WASHINGTON, AND COMMANDING GENERAL,  
NEAREST MILITARY DISTRICT.  
[REDACTED] PILOT, AND [REDACTED]  
COPILOT, FLIGHT NINE, STATE TIME OBJECT  
OBSERVED BY THEM AS 2026 HOURS CST IN  
BRIGHT MOONLIGHT. [REDACTED] NOTED LIGHT  
BETWEEN RED AND ORANGE IN COLOR AT ESTIMATED  
DISTANCE OF FOUR MILES AT ABOUT 3000 FEET  
ALTITUDE. IN COORDINATION WITH TOWER  
OPERATOR, [REDACTED] CIRCLED TO LEFT IN  
WESTERLY DIRECTION AND OBJECT ALSO CIRCLED,  
MAINTAINING DISTANCE AND KEEPING ABREAST OR  
AHEAD OF AIRPLANE IN WIDE ARC. AIRPLANE  
CONTINUED CIRCLING TO SOUTH AND THEN EAST AND,  
AS IT APPROACHED EASTERLY BEARING, OBJECT BLINKED  
LIGHTS SIMILAR TO RUNNING LIGHTS BUT  
BLINKING APPEARED TO BE MANUALLY CONTROLLED.  
AS OBJECT REACHED A POINT DUE EAST OF AIRPLANE,  
A BRIGHT LIGHT SIMILAR TO LANDING LIGHT  
WAS VISIBLE FOR A SHORT TIME. AIRPLANE

INFORMATION COPY

for

File 512.3

File 512.3

AXA

## UNCLASSIFIED

## Sighting of Unconventional Aircraft, Sioux City, Iowa

NCIA

NCIAKA-1a

23 Jan 51

1

1. Reference is made to teletype no. 13 OSI 27, dated 22 Jan 51, from Offutt AFB, Omaha, Neb, giving spot details of subject sighting.

2. The subject sighting can be classed as confirmed information since two Tower Controllers first observed the object at 8:20 in the evening and the pilot and copilot of the commercial transport observed the object at 8:26. Also, a "shake-off" maneuver performed by the transport airplane was stated to be "in coordination with tower operators."

3. The general trend of the reported sighting is similar to previous sightings which reported lights at night. However, the teletype states that the "weather conditions were clear" and that the observations were made "in bright moonlight." The pilot of the transport airplane then continues to give a fairly detailed description of the object as being definitely airplane-shaped with an unusual configuration, large size, and above-normal performance ability.

4. On the basis of the above analysis, the object appears to have been an aircraft, the description of which does not agree with any known types. The detail of the description and the reported credibility of the witnesses do not indicate that the report could be easily discredited.

5. The expected final conclusions are difficult to state at this time. Further revelations might be brought out by a check of aircraft in the vicinity or by a check of the "noted light between red and orange in color", or by the additional data being forwarded. The mention of "lights similar to running lights" being blinked as though manually seems to indicate a friendly aircraft and the "bright light similar to landing light" would seem to verify this.

6. Action has been taken to have the OSI-5D forward the additional data as soon as received. A telecon is being sent to TCB informing them of the sighting and requesting if they have any additional information. It is considered that no additional action should be taken on the subject sighting until the additional data is received from OSI.

7. The responsibilities of the Air Defense Command in connection with visits of this kind should be more firmly established than currently appears to be the case.

KENT PARROT  
Lt Colonel, USAF  
Chief, Aircraft & Propulsion Sec  
Technical Analysis Division  
Intelligence Department

JLR/eps  
6-5376  
P D-11  
B 2630

UNCLASSIFIED /o

CONTINUED CIRCLING TO NORTH AND OBJECT MADE SUDDEN SHORT TURN OF NINETY DEGREES AND DESCENDED TOWARD AIRPLANE AT HIGH SPEED, CROSSING IN FRONT AND ABOVE AIRPLANE. OBJECT THEN TOOK POSITION APPROXIMATELY TWO HUNDRED FEET OFF LEFT SIDE OF AIRPLANE AND SLIGHTLY AFT AS IN A LOOSE FORMATION. OBJECT REMAINED IN THIS POSITION FOR TWO TO THREE SECONDS THEN DISAPPEARED BELOW AIRPLANE AND WAS NOT SEEN AGAIN. OBJECT DESCRIBED BY [REDACTED] AT THE TIME IT ASSUMED POSITION AS FROM EQUAL TO ONE AND ONE-HALF TIMES THE SIZE OF B-29 AIRPLANE. FUSELAGE APPEARED CIGAR SHAPED AND WING WAS LONG AND SLENDER, WELL FORWARD AND STRAIGHT ACROSS, LOOKING LIKE A FLATTENED CIGAR. WING WAS FROM MIDDLE TO HIGH ON FUSELAGE. NO ENGINE NACELLES VISIBLE AND WING APPEARED AS A GLIDER WING. NO LIGHT WERE NOTED ON OBJECT AT THIS TIME AND NO FORMS OF OTHER OBJECT COULD BE NOTED. NO RUDDERS OR STABILIZERS WERE SEEN ON OBJECT WHICH APPEARED ALWAYS UNDER PERFECT CONTROL, MOVING AT WILL AT SPEEDS VARYING FROM HIGH RATE TO CLIMBING SPEED OF AIRPLANE, 120 MILES PER HOUR. OBJECT DID NOT FLUTTER OR OSCILLATE AND MAINTAINED STABLE POSITION AT ALL TIMES OBSERVED AND WAS ABLE TO MANEUVER WITH GREAT EASE, REPORTEDLY TURNING, SLOWING DOWN, SPEEDING UP, IN A MANNER NEVER BEFORE OBSERVED BY [REDACTED] EX-NAY PILOT. BOTH [REDACTED] AND [REDACTED] CONSIDERED RELIABLE WITNESSES. DISTRICT COMMANDER, 13TH DISTRICT OSI AND S/A [REDACTED] SAME DISTRICT, WERE PASSENGERS OF FLIGHT 9, MID-CONTINENT AIR-LINES, AT THIS TIME. S/A [REDACTED] SHORTLY AFTER TAKE-OFF FROM SIOUX CITY, NOTED WHAT HE BELIEVED WERE RUNNING LIGHTS OF ANOTHER AIRPLANE TO REAR LEFT OF FLIGHT 9. NOTHING UNUSUAL NOTED BY DISTRICT COMMANDER OR OTHER PASSENGERS.

DATA REQUIRED BY ASCSI LETTER NO. 85 BEING OBTAINED AND WILL BE FORWARDED

DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

ACTION HAS BEEN TAKEN TO OBTAIN THE ADDITIONAL DATA BEING FORWARDED BY OSI.  
HAVE YOU ANY ADDITIONAL INFORMATION.

END ITEM 2 AMC /CONFIDENTIAL/ UNCLASSIFIED

*Entirely a description  
of a more suddenly  
coming across a  
B-36 at night.*

515-11803

## ROUTING AND RECORD SHEET

UNCLASSIFIED MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Number all comments consecutively.

Use entire width of sheet, both sides.

Use authorized office symbols to designate addressor and addressee.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signatures.

Place initials of dictator and typist, telephone number and location to right of signature.

Separate comments by horizontal lines across page.

SUBJECT Sighting of Aerial Phenomena

UNCLASSIFIED

TO 5D-OSI

FROM MCIAXA-1a

DATE 23 Jan 51. COMMENT NO. 1

1. Reference is made to the telephone conversation between Lt Col J F O'Connell, 5D-OSI (50200), and Mr. J L Rohn, MCIAXA-1a (65376) on 23 January 1951, subject as above.

2. The following is in confirmation of the statements and the request made by Mr. Rohn in the reference conversation. This office has received an information copy of teletype no. 13 OSI 27, dated 22 Jan 51, from Headquarters 13th District OSI, Offutt AFB, Omaha, Nebraska, to JEPCR/Director of Special Investigations, Headquarters USAF, Washington, D. C. This teletype contained a four-page spot report details of an unconventional aircraft sighted at Sioux City, Iowa, and concluded with the statement that "data required by ASCSI Letter No. 85 being obtained and will be forwarded earliest."

3. It is requested that a copy of the data being forwarded be obtained and be hand-carried to this office as soon as possible.

*BRUNOW W. FEILING, JLR/eps*  
 BRUNOW W. FEILING  
 Colonel, USAF  
 Chief, Technical Analysis Div  
 Intelligence Department

MCIAXA-1a

5D-OSI

24 Jan 51

 JLR/eps  
 6-5376  
 P D-11  
 B 263D

2.

Request this office be furnished a copy of cited TWX.

*James F. X. O'Connell*  
 JAMES F. X. O'CONNELL  
 Colonel, USAF  
 District Commander  
 5th OSI District (IG)

 JEM/vz  
 5-0227  
 P-114A  
 Bldg. 262

*Copy Hand Carried*

DECLASSIFIED AFTER 12 YEARS  
 DOD DIR 5200.40

UNITED STATES AIR FORCE THE INSPECTOR GENERAL		SEARCH INDEX COPY FILE
24 JAN 1951 5th OSI District (IG)		
C. O. S. C. I. D. I. S. T. I. O. N. S.		FILE
CHIEF	AGENT	
TO:		FILE

~~UNCLASSIFIED~~ ~~CONFIDENTIAL~~

HEADQUARTERS UNITED STATES AIR FORCE

## ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	24-185

SUBJECT: (Unclassified) Unconventional Aircraft, Sioux City, Iowa  
SPECIAL INQUIRY

TO: Directorate of Intelligence  
ATTN: Lt. Col. Willis

DATE 8 FEB 1951

FROM: Counter Intelligence Division, Directorate of Special Investigations, The Inspector General

Maj. Detwiler/amb/71776  
AFCSI-6

COMMENT NO. 1

Herewith for your information and any action deemed necessary is copy of Spot Intelligence Report, 13th District, dated 1 February 1951, subject as above.

*Gilbert R. Levy  
Lt Col US Air Force*

1 Incl: ✓  
Cy of Spot Intel Rpt  
dtd 1 Feb 51 w/9 incls.

GILBERT R. LEVY  
Actg Chief, Counter Intel Div  
Dir. of Special Investigations  
The Inspector General

When Incl No. 1 is (or) withdrawn  
or not attached, the classification of  
**CONFIDENTIAL** on this correspondence  
will be cancelled in accordance with  
par 25 a, AFR 205-1.

*20 Jan 51*  
*Jowett*

Disclosure of the nature, sources, or even the existence of such  
investigative information to persons mentioned in the report  
or to other persons not normally entitled to such information  
may be made only when expressly authorized by the Director  
of Special Investigations, IG, or higher authority.

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

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SABIC: Ltr to HQ CGI, 1 Feb 51, file 24-0, subject: "UNIDENTIFIED AIRCRAFT, Sioux City, Iowa".

c. On 20 January 1951, at 2000 hours, Mr. [REDACTED], Controller, and Mr. [REDACTED] Assistant Controller, CAA Tower, Sioux City Municipal Airport, Sioux City, Iowa, were interviewed and they both stated substantially as follows:

At approximately 2020 hours, this date, they observed a very bright light west of the field on an approximate heading of 280 degrees to 290 degrees from the control tower, and at an estimated altitude of 2000 to 3000 feet, at a distance of 2½ to 3½ miles, almost over the four radio towers at Dakota City, Nebraska. This light was very bright and stayed at a very high intensity for approximately 1 to 2 minutes. Mr. [REDACTED] attempted to view the light through field glasses, but could not distinguish any shape or form associated with the light. Mid-Continent Airlines Flight #9 was preparing to take off, and the Captain of the ship was advised of the light, also requested to keep a lookout for it as the tower did not know what it was. Mid-Continent Flight #9 started down the runway (NW - 310 degrees), and the object moved from a hovering position, just mentioned, to a position SW of the field, and at an altitude of about 6000 to 9000 feet, this transition taking approximately 30 seconds. Mid-Continent flight #9 leaving the runway at 2027 hours (GMD), and commenced a climbing turn to the left. While in this attitude the Captain of Flight #9 reported that he could see a very bright star. The control tower advised that the object had moved from its original sighting position to a position SW of the field, and about 9000 feet, above the position of the Mid-Continent Plane Flight #9. The Captain reported that he had the object in view, and that it appeared to be a very large military aircraft, requesting if the tower had knowledge of any in the area, also if there were any jets in the area. The tower advised the Captain that there were none that they had been advised of. Flight #9 continued in a turning attitude and climbing. When approximately south of the field, the Captain of Flight #9 reported that the object was flying a loose formation with his ship. At this position the tower lost sight of the object due to an emergency landing operation with a Cessna Airplane, type 140, approximate time was 2053 hours (GMS). At 2051 hours the Captain of Flight #9 advised the tower that he was approaching the field from the SE on a NW heading, and that the object was now on his tail. The tower saw the object, and Flight #9 continued on across the field, the object remaining in a position East of the field at an estimated altitude of 2000 feet to 3000 feet, 1 to 2 miles away. Flight #9 started a right turn just prior to reaching

~~AIR MAIL~~  
~~UNCLASSIFIED~~  
DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON

512.3

INSPECTOR GENERAL USAF  
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATION  
Offutt Air Force Base, Omaha, Nebraska

24-0

1 February 1952

SPOT INTELLIGENCE REPORT

SUBJECT: UNCONVENTIONAL AIRCRAFT  
Sioux City, Iowa

SPECIAL INQUIRY

TO: Director of Special Investigations  
Headquarters USAF  
Washington 25, D. C.

1. SYNOPSIS: Reference is made to IWX 13 OSI 27, dated 21 January 1951, concerning unconventional aircraft sighted over Municipal Airport, Sioux City, Iowa, 20 January 1951, by Controller and Assistant Controller of the airport control tower, who advised pilot of Mid-Continent Airline Flight 19 which was taking off at the time. Object observed by pilot and co-pilot of Flight 19 under conditions of bright moonlight and excellent visibility for a period of approximately fourteen (14) minutes, appeared to be size of B-29 or larger, without rudder or stabilizer with wing well forward with a straight leading edge, and having no visible means of propulsion.

2. DETAILS:

AT SIOUX CITY, IOWA

a. This inquiry made upon instructions received from Colonel [REDACTED], District Commander, 13th OSI District (IG), USAF, Offutt Air Force Base, Omaha, Nebraska, who was a passenger on Mid-Continent Airline Flight 19, departing Sioux City Municipal Airport, Sioux City, Iowa, 2027 hours, 20 January 1951.

b. On 20 January 1951, Special Agent WILLIAM P. HENK was contacted by JOHN M. WILLIAMS, Controller, CAA Control Tower, Sioux City Municipal Airport, Sioux City, Iowa, at 2040 hours. Mr. WILLIAMS advised that he was following the instructions he received from Captain [REDACTED] of Mid-Continent Airline Flight 19 that departed from the Municipal Airport, Sioux City, Iowa, at 2027 hours, and advised that he had something to report.

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Basic: Ltr to HQ OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

f. Airplane, Cessna type 140, N-1810V, arriving Municipal Airport, Sioux City, Iowa, at 2030 hours (CTS), piloted by Mr. [REDACTED] [REDACTED] Minneapolis 21, Minnesota.

g. Airplane, Beechcraft type [REDACTED], arriving Municipal Airport, Sioux City, Iowa, at 2030 hours (CTS), piloted by Mr. [REDACTED], 1525 Glenarm Street, Denver, Colorado.

h. In a telephone conversation with Colonel [REDACTED] [REDACTED] District Commander, 15th OSI District (IS), USAF, Offutt Air Force Base, Omaha, Nebraska, advised Special Agent SIX, on 20 January 1951, at approximately 2300 hours, that he and Special Agent [REDACTED] were passengers on the Mid-Continent Airline Flight 59 that departed Sioux City at 2030 hours. The Colonel further stated that he did not see the object, and so far as he knows no one else on Flight 59 saw it except the pilot and co-pilot, and Special Agent [REDACTED] who advised that he saw lights which he believed at the time to be those of another plane. } note

i. On 20 January 1951, Special Agent SIX accompanied Mr. [REDACTED] [REDACTED] Chief Controller, CAA Tower, Sioux City Municipal Airport, Sioux City, Iowa, to the Operations Room of the 174th Fighter Squadron, Iowa Air National Guard, Sioux City Municipal Airport, where he transmitted a report in accordance with CAA directives in regard to this incident. The title of this regulation is as follows: JANAP - 146(A), RESTRICTED, COMMUNICATION INSTRUCTIONS for REPORTING VITAL INTELLIGENCE SIGHTING from AIRCRAFT. (CIRVIS). This regulation ordered by the Joint Chiefs of Staff, Joint Commissions Electronic Committee, Washington 25, D. C., published or dated September 1950. Report was transmitted to the CG, COMAC, Mitchell AFB, SEC DEF Washington, and the nearest Military District. This report transmitted to Denver Flight Service by "Long-Line" for transmission to the aforementioned departments.

AT KANSAS CITY, MISSOURI

j. On 21 January 1951, Mr. [REDACTED] [REDACTED] and Mr. [REDACTED] [REDACTED], pilots of the Mid-Continent plane which had observed the object in the sky were interviewed at the Kansas City Municipal Airport.

k. Mr. [REDACTED] [REDACTED], 3021 [REDACTED], Mission, Kansas, pilot of the plane, advised that the object was first sighted on takeoff at the Sioux City Airport after their attention had been directed to the object by the control tower. The time was approximately 2020 hours, 20 January 1951. At first there was only a light, described as between red and orange, visible at a distance estimated to be four miles and at an altitude of approximately 3000 feet from the ground. The light was in

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BASIC: Ltr to HQ OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

the river (Missouri) and came to a heading of almost East, then turning to the left, and when almost out of the turn (to an approximate heading of SW) the object departed from its hovering position, East of the field, and at a high rate of speed. It passed directly under Flight #9, at approximately one-half ( $\frac{1}{2}$ ) of the altitude of Flight #9, heading NW and passed out of view at approximately 2054 hours (CTS). Further sightings of unidentified objects not made. At approximately 2050 hours an airplane of the Beechcraft type arrived at the station and landed, closing flight plan from Minneapolis. Mr. KELMAN handled this operation, and stated that he had knowledge of the Beechcraft and the object, and could locate them in different positions in this area at the same simultaneous moment as the Beechcraft was in the landing pattern while the object was passing out of sight to the NW.

d. Weather observation report for the Sioux City Municipal Airport, Sioux City, Iowa, was obtained from the Weather Bureau Station at the Municipal Airport, Sioux City, Iowa, at approximately 2100 hours (CTS): Clear, 10 miles visibility, temperature plus 7 degrees, dew point minus 4, wind northwest 7 miles per hour, altimeter setting 30.03. Observation made at 2050 hours (CTS). Winds aloft, observation made at 2052 hours, 20 January 1951, is as follows:

<u>Altitude</u>	<u>Direction</u>	<u>Velocity</u>
2000	350	14
3000	340	17
4000	350	19
5000	350	19
6000	350	20
7000	320	21
8000	320	22
9000	310	23

(Note: Altitudes listed above are corrected to sea level)

e. Mid-Continent Airline Flight #9, departure time recorded as 2051 hours (CTS), with a take-off time of 2027 hours. Pilot and Co-pilot were [REDACTED] and [REDACTED], respectively. Hostess recorded as Miss [REDACTED] all based at Kansas City, Missouri. Passengers on the flight were: Boarded at Watertown, South Dakota, Mr. J. [REDACTED] Castlewood, South Dakota; and Mr. [REDACTED] Lincoln, Nebraska. The following persons boarded at Huron, South Dakota: Mr. L. [REDACTED], 156 11th Street SW, Huron, South Dakota; [REDACTED] Omaha, Nebraska. Names of other passengers not available at this time.

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RASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

Inclosures continued:

- 24 - Photostatic cy of sketch of object.
- 25 - Photostatic cy of sketch prepared by BACHMEIR showing flight of object.
- 26 - Photostatic cy of sketch showing flight of object in relation to map of area.
- 27 - Photostatic cy of item from Sioux City Journal, 22 Jan 51.
- 28 - Photostatic cy of item from Sioux City Journal-Tribune, 22 Jan 51.
- 29 - Photostatic cy of item from Kansas City Star, 22 Jan 51.

✓cc (in dupl): Intel Dept, AMC  
THRU: DO 15

19

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Captain Vinther (right) and co-pilot James F. Bachmeier examining equipment on board 907-G, a Vultee V-52A, which has over 8,000 hours of U.S. Air Force service.

The Office of Naval Research claims that cosmic-ray balloons explain the "saucer" reports. If so, what did this pilot see?

## AN AIRLINE CAPTAIN REPORTS

# Another Saucer Mystery

By LAWRENCE W. VINther  
Captain, Mid-Continent Airlines

**I** T WAS the second time I had seen a "saucer" in the sky. The first time was in 1947, when I was flying from St. Louis to Chicago. I had just taken off from the St. Louis airport when I saw a bright light in the sky. I asked the tower to identify it.

I thought it might be a meteorite, but I asked the tower to identify it. The tower said, "It's a meteorite." I asked the tower to identify it again. The tower said, "It's a meteorite." I asked the tower to identify it again. The tower said, "It's a meteorite."

I asked the tower to identify it again. The tower said, "It's a meteorite." I asked the tower to identify it again. The tower said, "It's a meteorite." I asked the tower to identify it again. The tower said, "It's a meteorite."

I followed it up from a certain point on high altitude, and the end report of the flight was published in *TIME* and *NEWSWEEK*.

**BY LAWRENCE W. VINther**

Captain, Mid-Continent Airlines

**I** WAS taxiing out for take-off at Sioux City, Iowa, on Mid-Continent Airlines' scheduled flight to Denver January 20, 1951, when the tower advised I would have to fly a very high altitude west of the field. I told them that when I saw a bright light in the sky, I asked the tower to identify it.

When the tower said, "I see what you mean, but this is higher than that—above 8,000 feet."

I followed the bright light up in my racing Beechcraft 18 south-west of the field and high up. I asked the tower to identify it.

The crew of the Mid-Continent Airlines' 18-seat flight in addition to myself included Co-pilot James F. Bachmeier, a Lieutenant Commander in the Naval Air Reserve (who returned to active duty March 1, as Commanding officer of a supply squadron) a veteran of World War II in the South Pacific where encounters with Japanese fighters were commonplace. Bachmeier had flown nearly 1,000 hours with Mid-Continent and had a total flight time of over 6,000 hours.

Immediately after a northeast take-off, a tall climbing sun was started. Following the established course of the obscured light. The radius of the circle of the light was at least two miles—possibly more—outside the circle made by the D-53.

Southeast of the field the engine (Continued on page 19)



Left: Balloons

Right: The thin object, possibly a saucer, which Captain Vinther saw in the sky.

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DISC: Ltr to HQ OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

a southwesterly direction at an angle of 45 degrees from the horizon. As their airplane left the ground, and in coordination with the tower operator, they circled to their left or in a west to south direction and the object circled with them at a distance estimated at four miles and with an estimated speed of a jet, keeping abreast or ahead of their plane at a wider arc. Their plane at the time was traveling approximately 120 miles per hour. As their plane continued circling toward an easterly direction, the object blinked lights which appeared like normal running lights on a plane but the blinking appeared as if it were normally controlled. When the object reached a point due east of their plane, which was then headed east, there appeared a single bright light similar to a landing light which was visible only a short time, and as their plane began circling toward the north the object suddenly made a sharp 90 degree turn and descended at them, crossing in front and above their plane, and took up a position on their left approximately 200 feet away, traveling in the same direction and at the same speed. The object remained in this position approximately two or three seconds and then disappeared below their plane and was not seen again. Mr. VINTHER stated that the tower advised that the object was following just below them, but they could not maneuver their plane so as to observe the object again, and shortly thereafter continued their scheduled flight to Omaha, Nebraska. The total time of observation of the object was estimated to be about four minutes.

1. When the object made its descent on their plane and took its position on their left, Mr. VINTHER stated it appeared to be as large as a B-29 to one and one-half the size of a B-29. The fuselage appeared to be cigar shaped and the wing was long and slender, mounted well forward on the fuselage, and the edge was straight across and gave the appearance of a cigar that had been flattened. The wing was described as mounted from mid to high on the fuselage, and there were no engine nacelles visible. The wing had the appearance of a glider wing. No lights were visible when the object was along side their ship, and no forms or objects could be seen in the object. Mr. VINTHER stated he did not observe any rudder or stabilizers on the rear of the object's fuselage.

2. All during the observation of the object the weather conditions were described as a clear moonlight night.

3. Mr. VINTHER stated he observed no evidence of any exhaust; could not determine the object's means of propulsion; heard no noise other than the engines of their own plane; and received no interference on their radio at any time while talking with the tower even when the object was in their immediate vicinity.

4. Mr. VINTHER stated the object appeared to always be under perfect control and moved at will, varying in speed from high speed down to the climbing speed of their plane which was 120 MPH. The object did not flutter or oscillate, and it maintained a stable position at all

17  
DOWNGRADED AT 3 YEAR INTERVALS;  
UNCLASSIFIED 5 DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

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BASIC: Ltr to Hq OSI, 1 Feb 51, file 24-0, subject: "UNCONVENTIONAL AIRCRAFT, Sioux City, Iowa".

time observed. The object appeared able to maneuver with great ease and could turn, slow down and speed up in a manner never observed in any type of conventional aircraft before observed by Mr. [REDACTED]

p. Mr. [REDACTED], [REDACTED] Kansas City, Kansas, Co-Pilot of the plane, stated in substance the same as Mr. [REDACTED] regarding his observation of the object.

q. Mr. [REDACTED] further stated that the amazing thing to him was when the object went from a position judged to be 2 miles ahead and 4000 feet above their plane, to a position almost along side them, and then come directly at them at a terrific speed and take up a position next to them and on their left.

r. During the time their plane was making its circle after takeoff, and the object was to their right at a distance estimated at 2 or 3 miles away and a height of 3000 feet, it was estimated to be traveling at a speed of 500 MPH.

s. On 22 January 1951, Mr. [REDACTED] made a signed statement, a True Copy of which is attached as Inclosure No. 1.

t. On 22 January 1951, Mr. [REDACTED] made a signed statement, a True Copy of which is attached as Inclosure No. 2.

u. Attached as Inclosure No. 3 is True Copy of joint statement signed on 22 January 1951, by [REDACTED] Air Traffic Controller, and [REDACTED], Assistant Air Traffic Controller, Municipal Airport, Sioux City, Iowa.

v. Also attached as Inclosures 4 through 9 are photostatic copies of sketches and newspaper clippings regarding the incident.

5. ACTION: Spot Report submitted to Headquarters, Office of Special Investigation, pursuant to instructions contained in AFCSI Letter No. 8, subject: "Unconventional Aircraft", dated 8 February 1950.

9 Inccls:

1 - True cy signed statement of [REDACTED]  
22 Jan 51.

2 - True cy signed statement of [REDACTED]  
22 Jan 51.

3 - True cy signed statement of [REDACTED]  
[REDACTED] 22 Jan 51.

  
MATTHEW THOMPSON  
Colonel, USAF  
District Commander

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DOD DIR 5200.10

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## UNCLASSIFIED

Kansas City, Missouri

22 January 1951

On 20 January 1951, at 2026 hours, I was piloting a Mid Continent DC-3 aircraft and was taking off in a north west direction at the Sioux City, Iowa Airport assisted by [REDACTED], Co-Pilot, when our attention was called by the control tower operator, to an object in the sky to the west of the field. The object at first appeared to be between a red or an orange light and I would estimate that it was approximately 4 miles away at an altitude of approximately 8,000 feet, at a 45 degree angle.

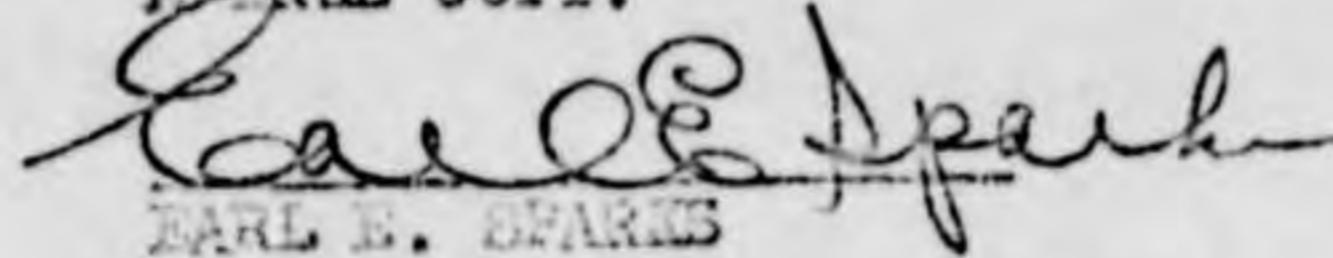
As our plane left the ground, and at the request of the control tower operator, we started our climb and circled in a counter clock wise direction. Our speed during the climb was approximately 120 miles per hour. The object was moving in a wider arc around us going in the same direction. When the object reached a point southeast of our plane, it blinked some lights which appeared like normal running lights on a plane but the blinking appeared as if it were manually controlled. When the object reached a point due east of the direction that our plane was headed, there appeared a single bright light similar to a landing light which was visible only a short time and as our plane began circling toward the north, the object suddenly made a sharp 90 degree turn and descended toward our plane at a terrific speed, crossing over and in front of our plane. The next thing I knew, the object was on our left, traveling in the same direction, about 200 feet from our left wing and at the same speed. The object remained in this position approximately two or three seconds and then disappeared below our plane and was not seen again. The tower advised that the object was following just below our plane but we could not maneuver our plane so as to observe it again, and continued on our scheduled flight to Omaha.

The object appeared to be as large as a B-29 to one and one half times the size of a B-29. The fuselage appeared to be cigar shaped and the wing was long and slender, mounted well forward on the fuselage and the edge was straight across. The wing was mounted from mid to high on the fuselage and looked like a glider wing. There were no nacelles visible. I did not observe any rudders or stabilizers on the object. I observed no evidence of any exhaust; could not determine its means of propulsion; heard no noise other than our own planes engines; and received no interference on our radio.

The object appeared to always be under perfect control, and moved at will, varying in speed from very high speed down to the climbing speed of our plane.

William Durrett  
S/A OSI

A FREE COPY:

EARL E. SPARKS  
Captain, USAF

20

DOWNGRADED AT 3 YEAR INTERVALS;  
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Page 1 of 4 pages.

2908 Parkwood Blvd  
Kansas City, Kans  
22 Jan 1951

[REDACTED] and myself, [REDACTED], were the crew departing Kansas City on Mid Continent Flight 76 at 0730 January 20. We terminated the flight at Minneapolis at about 1230 after making stops at Des Moines, Waterloo, and Rochester. We arrived an hour late due to head winds. Other than that the flight was normal.

We departed Minneapolis on schedule at 1635, after a four hour rest during which time I visited my mother and some friends of the family in St Paul. Enroute on Flt 9 we made scheduled stops at [REDACTED] Watertown, Huron, Sioux Falls and Sioux City, operating close to scheduled time.

When taxying out at Sioux City, the tower operator advised us of an object he had sighted west of the field and asked us to investigate. He took off

Page 2 of 4 pages

and immediately spotted the object west of the field at an estimated altitude of 8000' and about three miles distant. The object's path of flight was in an arc from a position west of the field through south and to a position east of the field. We took off northwest and made a turn inside the object to the left until he was directly ahead of us on an easterly heading at an estimated altitude of 8000' and about two miles ahead of us. At this point we were 4000' climbing at an indicated airspeed of 120 MPH.

Just before getting him in a position directly ahead of us we noticed three blinking lights (red, green, white) that blinked about 6 times and appeared to have been operated manually. Then as the object was directly ahead of us we noticed a white, bright light

Page 3 of 4 pages.

similar in intensity to one of our landing lights. This light lasted only a couple of seconds, but seemed to be coming from where I would judge to be the side of the fuselage; although at the distance he was from us that would be hard to ascertain.

Up until this point I would judge the speed of the object to be somewhere between 400 and 500 MPH.

Now at this point when the object was ahead of us about two miles and about 4000' above, it seemed to make a 90° turn to the right and then come directly at us at a terrific speed, which I wouldn't try to estimate, and suddenly take up a position about 200' to the left of us and stay with us at our speed for a few seconds. It seemed to have a cigar shaped fuselage about the length of a B29 and a straight wing almost as long mounted slightly

Page 4 of 4 pages

forward of the center of the plane. There seemed to be no tail members nor any evidence of engines or propellers. The plane dropped below and behind us until I lost sight of it. We informed the [REDACTED] tower operator and were told he was directly below us but we were never able to see it again. After maneuvering

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around in an attempt to see it again, we took up our course for Omaha and continued our scheduled flight.

101 [REDACTED]

A TRUE COPY:

*Earl E. Sparks*

EARL E. SPARKS  
Captain, USAF

22

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22 DOWNGRADED AT 3 YEAR INTERVALS;  
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I, [REDACTED], Airport Traffic Controller and [REDACTED], Assistant Airport Traffic Controller were on duty at the Sioux City Airport Traffic Control Tower at Sioux City Municipal Airport, Sergeant Bluff, Iowa from 1600G to 2400G January 20, 1961 and observed the following:

At approximately 2020C a bright light was observed from the control tower. When first noticed the light appeared to be approximately 2,000 feet above the surface on a bearing of approximately  $235^{\circ}$  from the tower and about 2½ to 3 miles away. This light appeared to be stationary and of extreme brilliance for a period of one to two minutes, then gradually began to fade. At this time Mid-Continent Airlines Flight Nine was given taxi instructions for takeoff and was then advised of the light the tower had in sight. The pilot was unable to locate the light which had faded to a dull glow and was climbing rapidly in a southerly direction. At approximately eight or nine thousand feet and a distance of about four miles the light appeared to become stationary again southwest of the airport. Mid-Continent Airlines Flight Nine took off northwest at 2027C and made a left turn. The tower then advised as to the light's position. Within a few seconds the Mid-Continent pilot sighted the object. The pilot then turned to a southerly heading and advised the tower the object appeared to be a very large military aircraft. The pilot asked if there were any jet aircraft in the vicinity. The tower then replied there were not any known jet aircraft in the vicinity of the airport. At this time N1310V, a Cessna Model 140 called the tower and advised he was low on fuel and was making an emergency landing at Sioux City. The Cessna was immediately given landing instructions and landed at 2032C. Also, at approximately the same time N 3137V, a Beechcraft Bonanza called for landing instructions and landed at 2036C. At approximately 2030C Mid-Continent Airlines Flight Nine advised the object was flying a loose formation with him. Mid-Continent Airlines Flight Nine was at an approximate altitude of 2500 feet on a northeast heading about one mile southeast of the airport. The pilot asked if the tower had the object in sight. The object could not be observed from the tower. Mid-Continent Airlines Flight Nine then took up a northwest heading circling directly over the tower, advising at the same time the object was directly on their tail. At approximately 2031C the object was observed apparently following Mid-Continent Airlines Flight Nine just before Flight Nine passed over the tower. The pilot then took up a northeast heading and asked for the position of the object. The tower advised the object was in sight about a mile and a half due east of the tower at an estimated altitude of 2,000 to 3,000 feet above the ground apparently in a stationary position. The object then began to move at a high rate of speed in a northwesterly direction. The pilot of Flight Nine again ask the position of the object and the direction it was traveling. The tower advised that the object was approximately half way between Mid-Continent Airline Flight Nine's altitude and the ground and was moving very rapidly in a northwesterly direction. Mid-Continent Airline Flight Nine then proceeded on course to Omaha, Nebraska at approximately 2034C. The object was last sighted from the tower at 2034C headed in a northwesterly direction.

The foregoing statement is true and correct to the best of our knowledge.

Date January 22, 1951

~~ANSWER COPY:~~

Earl E. Sparks  
EARL E. SPARKS  
Captain, USAF

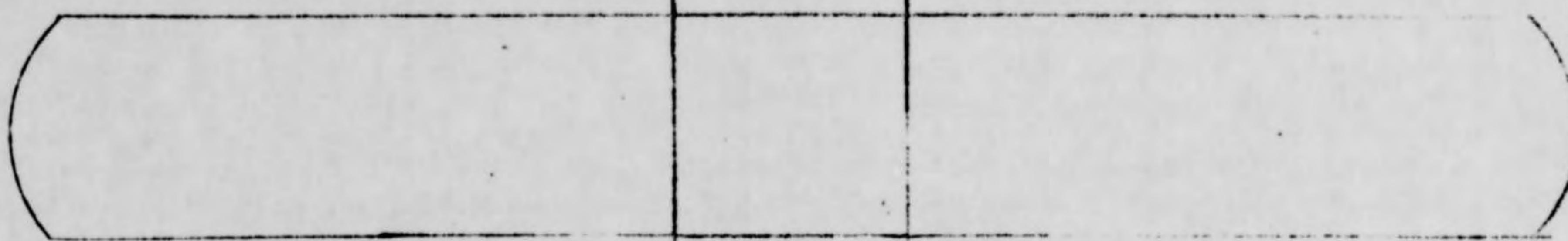
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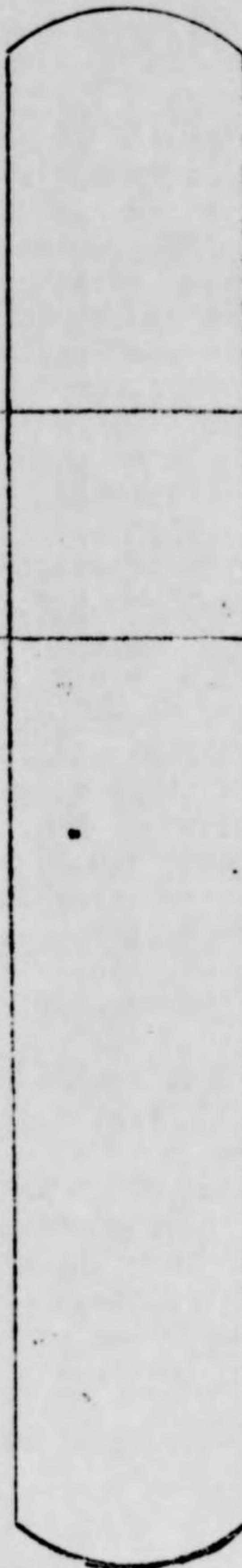
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APPEARANCE of OBJECT when

Along Mid Continent PLANE

Large, smooth, light grey object.  
No fins, no cockpit windows or other features.  
Appeared to be a long, thin, rectangular object.



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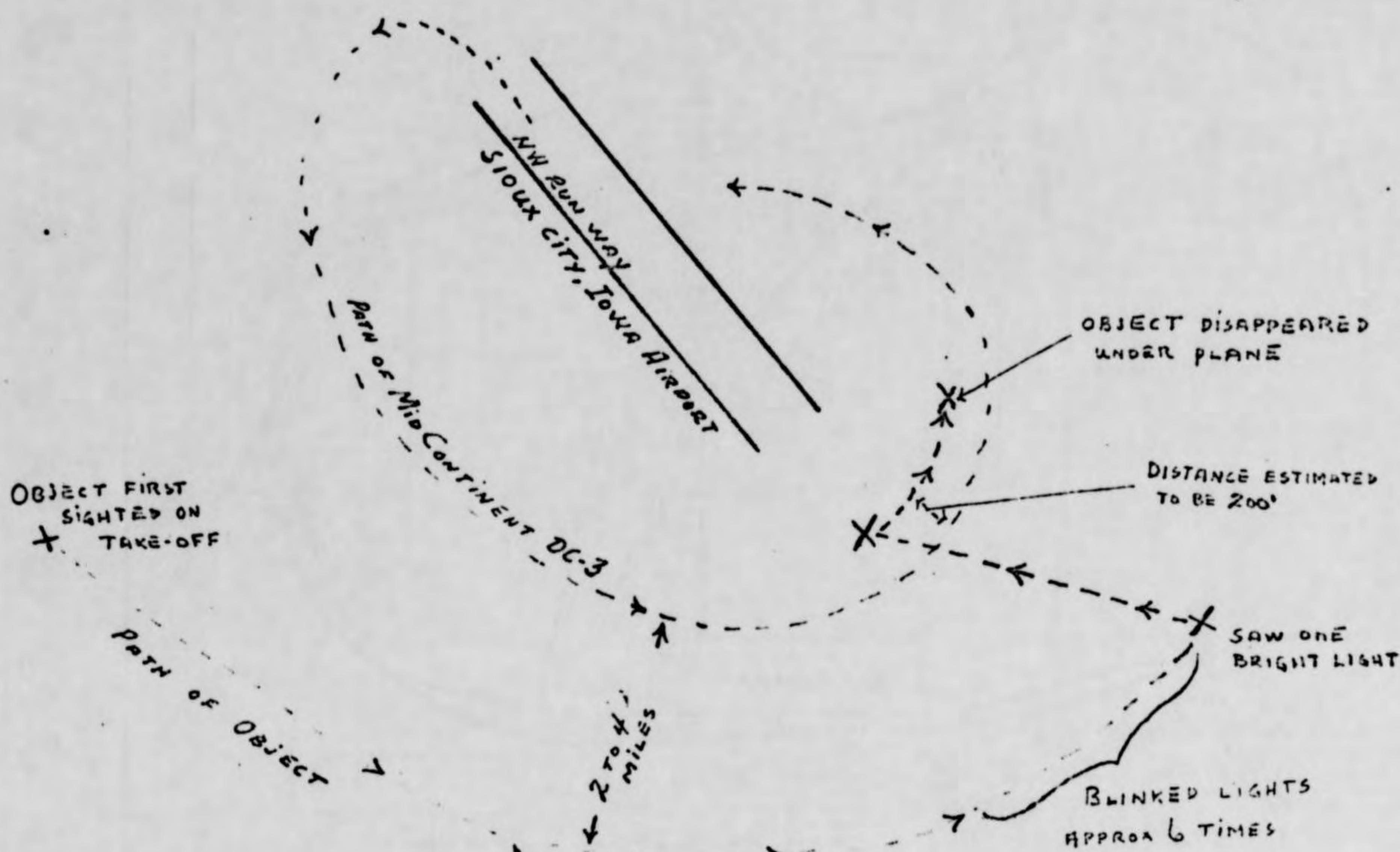
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Book 65

# Sight Strange Aircraft Over Sioux City; It Does Tricks New to Pilots

## Strange Aircraft Sighted In Sky By Two Flyers

KANSAS CITY, Mo., Jan. 22.—(UP)—An airline pilot said today he saw a strange, monster aircraft in a moonlit Iowa sky above Sioux City, Iowa, and described it as having no visible means of propulsion.

"I'd say it was as large or half again as large as a B-29," pilot Harry W. Vinther, 32, Kansas City, Kan., said. "It did things airplanes simply aren't supposed to do."

The mystery plane was observed also by Vinther's first officer, James F. Bachmeier, also of Kansas City, Kan., shortly after take-off in a Mid-Continent Airlines DC-3 Saturday night.

Vinther said the plane had a straight wing "and no tail assembly to speak of."

Bachmeier said the aircraft was "shaped like a cigar and its wing like a flattened cigar."

But it was a head-on pass and a maneuver which immediately followed that most astonished both Vinther and Bachmeier.

Vinther said the plane approached his DC-3 passenger plane, and then, "just after I had turned my head to watch him pass, there he was again flying some 200 feet by our side—and going in the same direction as we were."

"You can't turn ordinary airplanes that fast," he said.

### Airline Flier Describes Amazing Performance by Huge Ship

Kansas City. — (UP)—A veteran airline pilot Sunday night told of seeing a strange aircraft Saturday night that did something "you just can't do with airplanes today."

Larry W. Vinther of Kansas City, Mid-Continent airline pilot who has been flying 17 years and has been with Mid-Continent seven years, said the incident occurred over Sioux City.

He described the strange plane as about "one and a half times the size of a B-29, with a long, slender fuselage, long straight wings set farther forward than a B-29s."

"There were no engine mountings on the wings and I saw no exhaust glow," Vinther said. "The wings were straight, not swept back like on the B-47 and other jet bombers, and there were no jet ports visible."

Vinther said the craft was seen by his copilot, James F. Bachmeier of Kansas City and one of the 11 passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky."

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuselage. The lights all blinked off and on five or six times as we drew nearer."

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same

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Entered as a *Classified* Matter  
Post Office, Sioux City, Iowa

SIOUX CITY, IOWA, MONDAY, JANUARY 23, 1951.—SECTION—20 PAGES • • •

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INFO FOR DIRECTOR OF SPECIAL INVESTIGATIONS HEADQUARTERS USAF  
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RE: 1051 FEB 14 ACT 1  
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1800 HOURS, 20 JAN 51 AND 0100 HOURS, 21 JAN 51. AT 1450 HOURS, 20  
JAN 51, B-29 DEPARTED OFFUTT AFB, ARRIVING COLORADO SPRINGS 1725 HOURS,  
20 JAN 51. 1424 HOURS, C-47 TYPE AIRCRAFT DEPARTED OFFUTT AFB, ARRIVING  
MINNEAPOLIS 1600 HOURS, 20 JAN 51. 1417 TYPE AIRCRAFT ARRIVED OFFUTT  
AFB 1630 HOURS, 20 JAN 51, HAVING DEPARTED TINKER AFB 1603 HOURS, 20  
JAN 51. NO FLIGHT RECORD MAINTAINED OF TRAINING SCHEDULES OF SAC AIRCRAFT  
FROM OTHER SAC BASES IN HI BY SAC HQS. TJK

AT 1173 - 515-9196-B-2

515-9196-D-2

DOWNGRADED AT 3-YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DDR DIR 5200.10

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INFORMATION COPY

Edel records & movements are off

off in a Mid-Continent Airlines DC-3 Saturday night.

Vinther said the plane had a straight wing "and no tail assembly to speak of."

Bachmeier said the aircraft was "shaped like a cigar and its wing like a flattened cigar."

But it was a head-on pass and a maneuver which immediately followed that most astonished both Vinther and Bachmeier.

Vinther said the plane approached his DC-3 passenger plane, and then, "just after I had turned my head to watch him pass, there he was again flying some 200 feet by our side—and going in the same direction as we were."

"You can't turn ordinary airplanes that fast," he said.

wings were straight, not swept back like on the B-47 and other jet bombers, and there were no jet ports visible."

Winther said the craft was seen by his copilot, James F. Bachmeier of Kansas City and one of the 11 passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky."

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuselage. The lights all blinked off and on five or six times as we drew nearer."

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same direction we were," he said.

Vinther said that's what mystified him because "you just can't turn an airplane around that fast at that speed."

The strange plane flew alongside about four seconds then eased off below the DC-3 "and we lost him," the pilot said.

Vinther's flight stayed overnight at Omaha. He said he checked the airbase at Offutt field there and learned there were no airforce jet planes scheduled in that area.

Attempts to learn further details concerning the strange aircraft reported over Sioux City were unavailing here Sunday night. A Mid-Continent airlines official said that as far as he knew no one at the municipal airport at Sergeant Bluff had seen the aircraft. Other sources, however, declined

Other sources, however, declined comment.

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# SIOUX CITY JOURNAL

Entered as Second Class Matter  
Postoffice, Sioux City, Iowa

SIOUX CITY, IOWA, MONDAY, JANUARY 22, 1951—2 SECTIONS—34 PAGES

## Startling Performance of Strange Plane Over City Related by Fliers

### Airline Pilot, Air Guard Captain Tell of Amazing Speed

Reports grew Monday of an amazing performance by a strange aircraft over Sioux City.

Larry D. Vinther of Kansas City, a veteran airline pilot, told of seeing a plane over the city Saturday night that did something "you just can't do with airplanes of today." His account told of how the plane passed him once in the opposite direction, then in an unbelievable short time passed him again going in the same direction.

Monday Capt. Richard Baugh of the 174th fighter squadron of the air national guard, disclosed he had a similar experience a month or so ago.

Capt. Baugh, like Vinther, was

impressed by the bright light on the tail of the fuselage of the strange plane and its speed.

"It had more speed than anything I ever saw before," Capt. Baugh said Monday at Vermillion, S. D., where he is a senior in journalism at the University of South Dakota. His home is here at 2300 Douglas street.

#### Chase Falls

Capt. Baugh, who at the time was up in a TC-3, said that he attempted to chase the mysterious plane, but it circled and out-climbed him. He lost it as it disappeared to the northwest.

Capt. Baugh said that the night of his experience was so dark that he could not describe the plane other than its bright light and speed.

Keith Arnold, Sioux manager

back like on the B-47 and other jet bombers, and there were no jet pods visible."

Vinther said the craft was seen by his copilot, James F. Bachmeier of Kansas City and one of the 11 passengers aboard.

"As I was getting tower clearance to take off from the Sioux City field at 8:26 o'clock," Vinther said, "the tower asked us to check on the strange light in the sky."

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuselage. The lights all blinked off and on five or six times as we drew nearer."

Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

"I had just turned my head from watching him go past our wing when there he was again, flying right beside us about 200 feet to our left, going in the same direction we were," he said.

Vinther said that's what mystified him because "you just can't turn an airplane around that fast at that speed."

The strange plane flew alongside about four seconds then eased off below the DC-3 "and we lost him," the pilot said.

Vinther's flight stayed overnight at Omaha. He said he checked the airbase at Offutt field there and learned there were no airforce jet planes scheduled in that area.

## Plane

Continued from Page One

of Mid-Continent airlines, Vinther's employer, said that he had been unable to learn any more details. However, he said that James Yanney, 1100 S. Glass street, had notified him of seeing a plane with particularly bright lights at the same time as Vinther.

#### Gives Description

Vinther has been flying 17 years, seven with Mid-Continent.

The Associated Press said that Vinther described the plane as about one and a half times the size of a B-29, with a long, slender fuselage, long straight wings set farther forward than a B-29's."

"There were no engine mountings on the wings and I saw no exhaust glow," Vinther said. "The wings were straight, not swept

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KANSAS CITY STAR 22 JANUARY 1951

## A Strange Aircraft Is Seen Over Sioux City by Kansas City Pilot

Feats Which Cannot Be Performed by the Airplanes of Today Were Executed by the Mysterious Ship, Harry Vinther Says.

A VETERAN air line pilot to check on the strange light in the sky.

"We spotted the light and climbed in that direction. We saw the plane had some sort of navigation lights, in addition to a strong white light underneath the fuselage. The lights all blinked off and on five or six times as we drew nearer."

**Other Craft Traveling Fast.**  
Vinther said his DC-3 was doing 120 miles an hour and the other craft was going faster than that in the opposite direction.

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Vinther's flight stayed overnight at Omaha. He said he checked the air base at Offutt field there and learned there were no air force jet planes scheduled in that area.

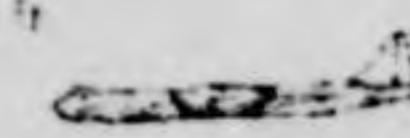
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Sub 09

MULTI-MOTORED AIRCRAFT



3000 ft



DISTANT APPEARANCE OF B-36

4000 ft

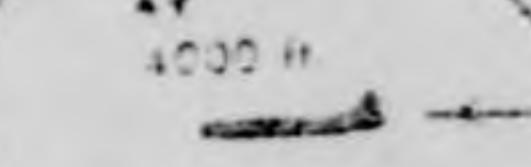
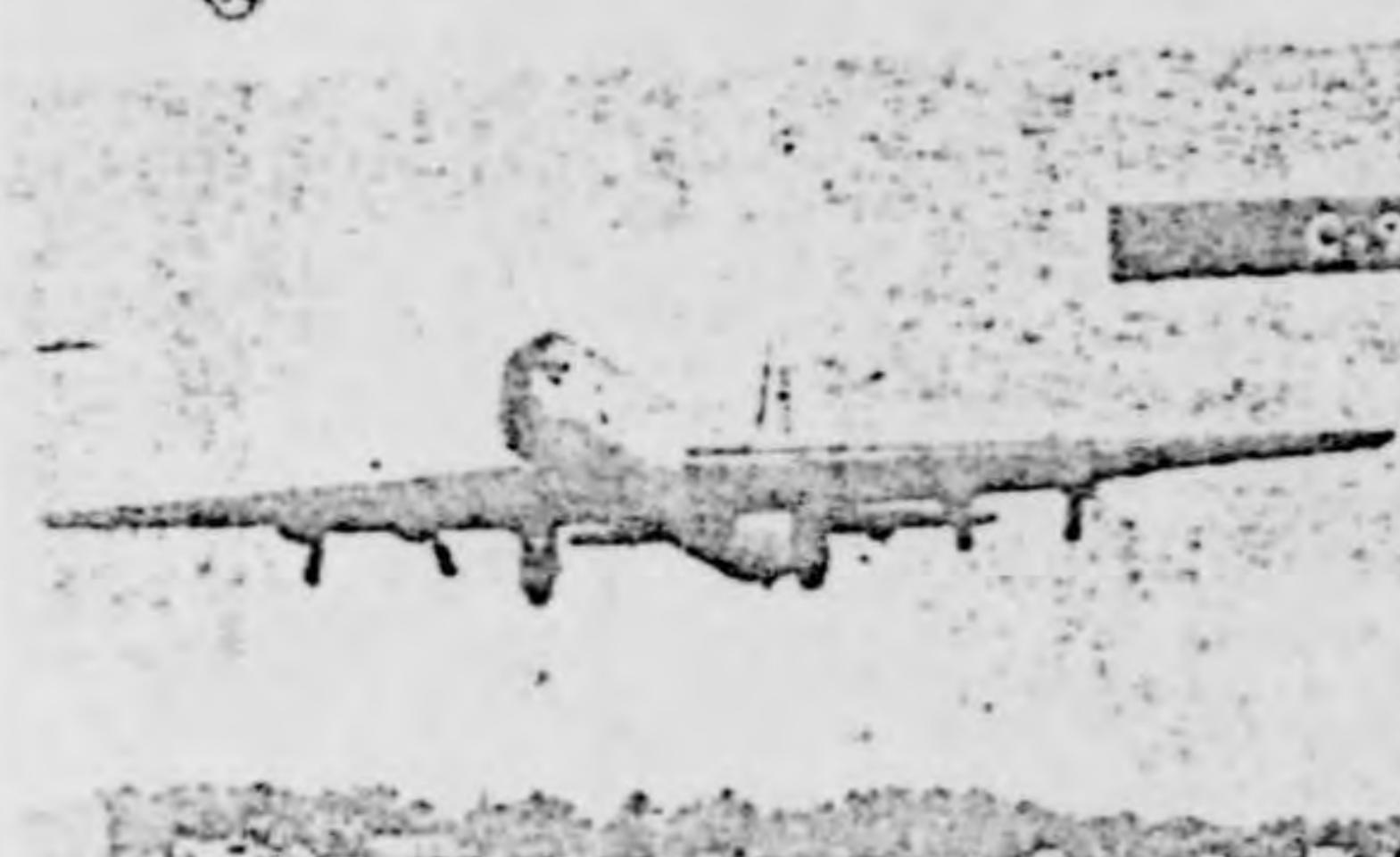
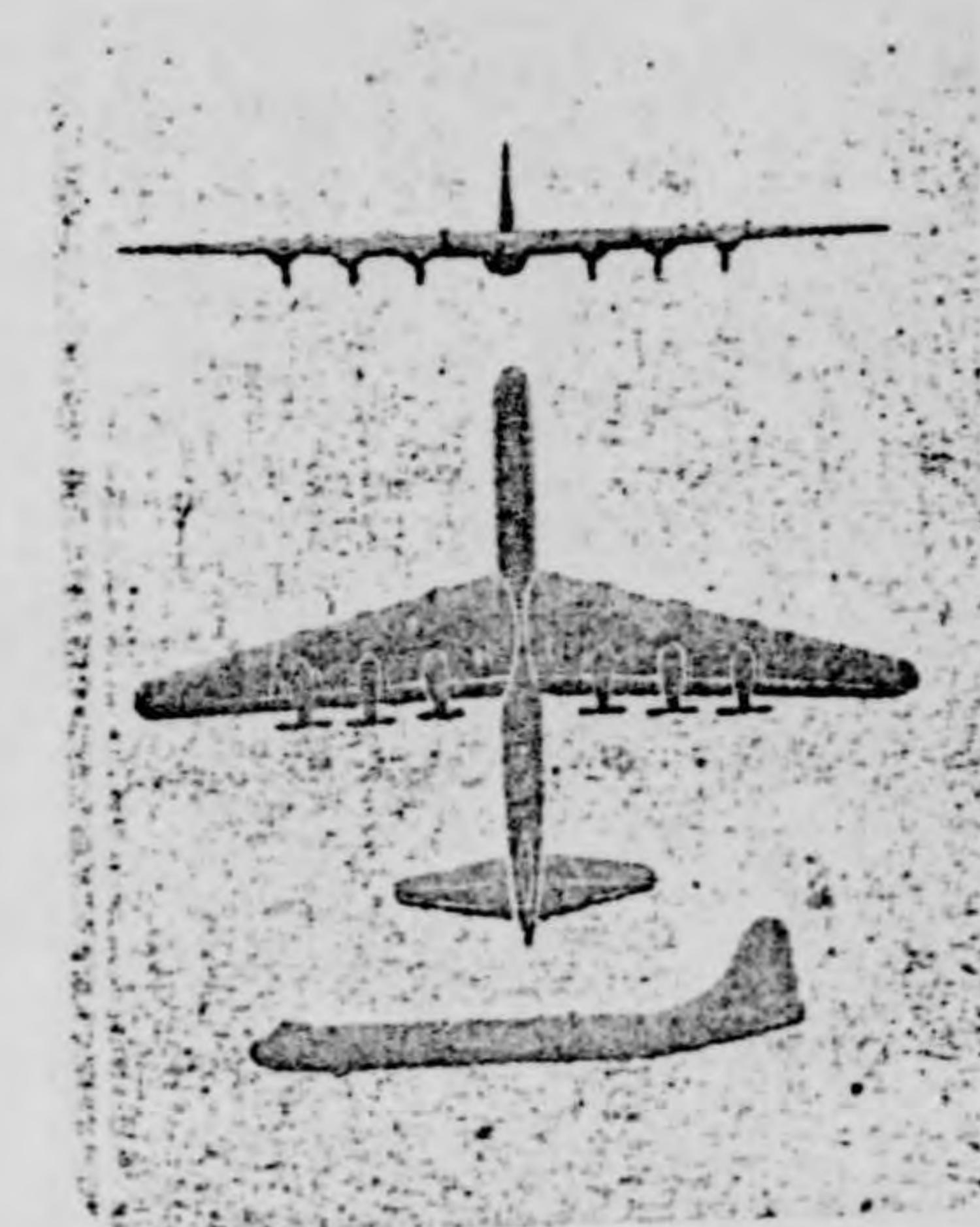


PHOTO →  
UNITED STATES  
SPAN: 230'  
LENGTH: 162' 6"  
ENGINES: 6P-W R4360'S-4GE J-47'S  
SPEED: OVER 435 MPH  
RANGE: 4,000 MILES COMB. RAD.



C-91 →  
UNITED STATES  
SPAN: 230'  
LENGTH: 182' 6"  
ENGINES: 6P-W R-4360'S  
SPEED: (APPROX) 300 MPH  
RANGE: 8,000 MILES



Silhouette



B-36

F-86

TB-25

COMPARATIVE SIZE OF B-36

TB

## Another Saucer Mystery

(Continued from page 24)

lights were blinks five or six times. The rest of the time they were steady. When we reached a point east of the field (the DC-3 was headed northeast), we observed a change in the object. By the time we realized what the change was, it dived over our nose at about a 160° angle to the heading of the DC-3 and 200 feet above it.

That brought the object down beyond the left wing of the airliner, and then came the strangest part of the whole encounter. Instead of climbing by as any aircraft will when met nearly head-on, the object abruptly (as quickly as the heads of the pilots could be turned) was flying in the same direction as the airliner—and at the same altitude and the same speed! Here it was flying formation with us, about 200 feet away.

And the object was big. We estimated the size as being anywhere from that of a B-29 to half again as big. The time was 8:30 on an exceptionally clear moonlight night, so we got an excellent silhouette view. There was a definite fuselage

and wing configuration. The fuselage was conical-shaped. The wing was further forward than a B-29 wing, and no engine nacelles or jet pods could be seen. The wing had no sweepback, being perfectly straight. It had a high aspect ratio like a glider wing.

I couldn't tell whether the object turned around or just reversed direction. We didn't see any jet glow or exhaust plume. As the object dived across our nose, the bright white light observed by the tower could be seen at a slight angle—not in full force as it would have been head-on. As nearly as could be determined, this light was located on the bottom of the fuselage. It was either in a tunnel mounting that blocked the view, or was turned off as it came toward us. From take-off to the time of the turn toward the airliner, we were able to see a red beam of navigation light.

There was insufficient light to determine the probable material from which the object was made, or if there were any markings on it.

About the time this object was flying on the wing of the DC-3 a Cessna 140 made an emergency landing at Stone City and parked while the object was still in

sight. After the object was lost to sight, the Cessna taxied from the east northeast. These were the only other aircraft in the vicinity at the time.

The object flew formation on the left wing of the DC-3 for four or five seconds or more, then started dropping down and under the fuselage of our aircraft. It reduced power and made a left turn to the west over the Stone City field. I attempted to keep the object in view. After losing sight of the object and the airliner, we made a right turn in an attempt to regain sight of it, but no further contact was made. We continued our intended flight to Omaha, Neb.

In addition to the two ABC Corporation Airlines' pilots, three other persons are known to have seen the object. One was a passenger aboard the flight who happened to be looking out the window the time. The other two were the co-pilot, John Williams, of Stone City, Iowa, and his fellow co-pilot, whom he didn't know.

The passenger incidentally, is an old acquaintance of Col. Matthew Thompson, USAF, of Omaha Field, Omaha, Neb., who is assigned to investigation of strange aircraft.

ME 15 22 JANUARY 1951

c-1

JEPB41

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INFORMATION COPY

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER  
BEFORE DECLASSIFYING

JWX A05

PP JEP ZVA

PP JEP/CR JEDCR 222

DE JWXC 14E

B7R 1 - MCIS - INFO  
2 - MCIS - ~~the~~ <sup>not</sup> ~~sent~~ 8051 1/21  
3 -  
4 - ~~the~~ <sup>not</sup> ~~sent~~ 13:23  
JUN 22

FM HQ 13TH DISTRICT OSI OFFUTT AFB OMAHA NEBR

TO JEP/CR/DIRECTOR OF SPECIAL INVESTIGATIONS HQDQ ARTERS KUAF  
WASHDC

INFO JEDCR/COMMANDIN GENERAL AIR MATERIEL COMMAND WRIGHT PATERSON  
AFB DAYTON OHIO

AF GRNC

PRIORITY

*Cts*  
13-OSI27. SPOT REPORT DETA ILS  
UNCONVENTIONAL AIR CRAFT REPORTED BY CONTROL TOWER, SIOUX CITY  
MUNICIPAL AIR PRT, IOWA, AT 202 0 HOURS CST 20 JANUARY 1951.

TOWER CONTROLLER, AND ~~ASSISTANT~~, ASSISTANT  
TOWER CONTROLLER, REPORTED FIRST SIGHTING AT ABOVE TIME AT  
VARYING ALTITUDES ESTIMATED AT FROM 2000 TO 3000 FEET. OBSERVATION  
WAS VISUAL AND WITH FIELD GLASSES. MANEUVERS VARIED FROM ~~HOVERING~~  
POSITION AT ABOUT 2000 FEET TO RAPID ACCELERATION TO ALTITUDE OF  
ABOUT 3000 FEET, THEN RAPID DESCENT TO FLY LOOSE FORMATION WITH  
9, MID-CONTINENT AIRLINES, WHICH HAD JUST ATKEN OFF FROM

515-9596-1

UNCLASSIFIED

PAGE TWO JUJC 14E  
AIRPORT. OBJECT REMAINED IN VICINITY APPROXIMATELY FOURTEEN MINUTES  
AND DISAPPEARED FLYING COURSE NORTHWEST DIRECTLY UNDERNEATH  
COMMERCIAL PLANE. SHAPE AND SIZE COULD NOT BE NOTED BY CONTROL  
TOWER PERSONNEL BUT APPEARANCE WAS THAT OF LARGE MILITARY AIRPLANE.  
WEATHER CONDITIONS WERE CLEAR. [REDACTED] AND [REDACTED] CONSIDERED  
RELIABLE WITNESSES. REPORT OF INCIDENT MADE BY [REDACTED]  
CHIEF TOWER CONTROLLER, SIOUX CITY, TO DENVER FLIGHT SERVICE FOR  
TRANSMISSION TO CONAC, MITCHEL AFB, SECRETARY OF DEFENSE,  
WASHINGTON, AND COMMANDING GENERAL, NEAREST MILITARY DISTRICT.

[REDACTED], PILOT, AND [REDACTED], COPILOT, FLIGHT  
NINE, STATE TIME OBJECT OBSERVED BY THEM AS 2026 HOURS CST IN  
BRIGHT MOONLIGHT. [REDACTED] NOTED LIGHT BETWEEN RED AND ORANGE  
IN COLOR AT ESTIMATED DISTANCE OF FOUR MILES AT ABOUT 3000 FEET  
ALTITUDE. IN COORDINATION WITH TOWER OPERATOR, [REDACTED] CIRCLED TO  
LEFT IN WESTERLY DIRECTION AND OBJECT ALSO CIRCLED, MAINTAINING  
DISTANCE AND DEEPING ABREAST OR AHEAD OF AIRPLANE IN WIDE ARC.  
AIRPLANE CONTINUED CIRCLING TO SOUTH AND THEN EAST AND, AS IT  
APPROACHED EASTERLY BEARING, OBJECT BLINKED LIGHTS SIMILAR TO  
RUNNING LIGHTS BUT BLINKING APPEARED TO BE MANUALLY CONTROLLED.  
AS OBJECT REACHED A POINT DUE EAST OF AIRPLANE. A BRIGHT LIGHT

515-9896 - 1

SIMILAR TO LANDING LIGHT WAS VISIBLE FOR A SHORT TIME. AIRPLANE  
CONTINUED CIRCLING TO NORTH AND OBJECT MADE SUDDEN SHORT  
TURN OF NINETY DEGREES AND DESCENDED TOWARD AIRPLANE AT HIGH SPEED,  
CROSSING IN FRONT AND ABOVE AIRPLANE. OBJECT THEN STUCK POSITION  
APPROXIMATELY TWO HUNDRED FEET OFF LEFT SIDE OF AIRPLANE AND  
SLIGHTLY AFT AS IN A LOOSE FORMATION. OBJECT REMAINED IN THIS  
POSITION FOR TWO TO THREE SECONDS THEN DISAPPEARED BELOW  
AIRPLANE AND WAS NOT SEEN AGAIN. OBJECT DESCRIBED BY [REDACTED] AT  
THE TIME IT ASSUMED POSITION AS FROM EQUAL TO ONE AND ONE-HALF  
TIMES THE SIZE OF B-29 AIRPLANE. FUSELAGE APPEARED CIGAR  
SHAPED AND WING WAS LONG AND SLENDER, WELL FORWARD AND STRAIGHT  
ACROSS, LOOKING LIKE A FLATTENED CIGAR. WING WAS FROM MIDDLE TO  
HIGH ON FUSELAGE. NO ENGINES NACELLES VISIBLE AND WING APPEARED  
AS A GLIDER WING. NO LIGHT WERE NOTED ON OBJECT AT THIS TIME  
AND NO FORMS OF OTHER OBJECT COULD BE NOTED. NO BUDDERS OR  
STABILIZERS WERE SEEN ON OBJECT WHICH APPEARED ALWAYS UNDER  
PERFECT CONTROL, MOVING AT WILL AT SPEEDS VARYING FROM  
HIGH RATE TO CLIMBING SPEED OF AIRPLANE, 120 MILES PER HOUR.  
OBJECT DID NOT FLUTTER OR OSCILLATE AND MAINTAINED STABLE POSITION  
AT ALL TIMES OBSERVED AND WAS ABLE TO MANEUVER WITH GREAT EASE,

513-9895

UNCLASSIFIED

CSAF ITEM 8 /RESTRICTED/

FROM OIN-V/TC ATTN J L ROGERS MCIAKA-1A  
ITEM 2, TT 035 25 JAN 51, HAS BEEN  
DOWNGRADED TO RESTRICTED. FUTURE  
CLASSIFICATION WILL ADHERE MORE CLOSELY TO  
AT REGULATIONS. REQUEST EVALUATION BE FORWARDED  
ON THIS INCIDENT. THE DESCRIPTION APPEARS  
TO DESCRIBE A B-36, AS SEEN FROM ANOTHER  
AIRPLANE AT NIGHT.

END CSAF ITEM 8 /RESTRICTED/

TT-043-BH

30 January 61  
MCIAKA/Rogers

ACTION

← o Note!

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Also, see first TWX of this file:

"SAC HQs does not maintain record

of SAC training flights in 2I. Therefore, and have been B-36 "slightly off course", orbiting for training purposes, making a visual check, or similar reasons.

(6) 515-14519

DEPARTMENT OF THE AIR FORCE  
STAFF MESSAGE DIVISION  
INCOMING CLEAR MESSAGE

7  
copy

FROM: MATS, NATIONAL AIRPORT, WASHINGTON D.C.

TO : CAPT McIVER, HQ USAF, WASHINGTON D.C.

NR : 210200

21 January 1951

The following message was called by telephone from MATS at Washington National Airport at 0200, 21 Jan 51 to Capt McIver, Command Post Duty Officer. MATS received the info via message from Flight Service addressed to Sec Def:

"Nearest Military area district command Offutt. Cirvis vicinity of Sioux City Municipal Airport between estimated altitude 2000 to 9000 distance of 2 to 3 miles estimated 280-285 degrees from control tower 1 unidentified flying object observing aircraft mid Continental Airlines Flight # 9. Departed Sioux City 2031 control altitude of object 2 to 9000 variable. Time spent in vicinity approximately 14 minutes. Pilot and Co Pilot of midcontinental flight 9 and 2 passengers from USAF OSI. Weather report clear visibility 15 miles temperature 7 dew point - 4 wind NW at 11 altimeter 053, 2030 SUX weather report 1 unidentified flying object time of first sighting 210220Z" Classification: "Unclassified".

AK

ACTION: OIN

INFO : SEC DEF, CPR

AF IN : 16041 (21 Jan 51) DTG: 210200 JDM/lws